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JAMES HAROLD DOOLITTLE

James H. Doolittle was born in Alameda, California, on December 14, 1896. He attended Los Angeles Junior College and after completing three years of study at the University of California, he enlisted as a flying cadet, in the Signal Reserve on October 6, 1917.

He was assigned to the School of Military Aeronautics at the University of California and upon completion of that course went to Rockwell Field, California, for further training. He was commissioned a second lieutenant, Signal Reserve, Aviation Section, on March 11, 1918, and was then sent to Camp Dick, Texas.

He served as flight and gunnery instructor at Camp Dick, at Wright Field, Ohio, at Gerstner Field, Louisiana, and at Rockwell Field, California, during 1918, and was assigned to the 104th Aero Squadron at Kelly Field, Texas, in July 1919. On October 9, 1919, he was assigned to the 90th Aero Squadron at Eagle Pass, Texas and served on border patrol duty until July 1, 1920, when he entered the Air Service Mechanical School at Kelly Field.

On July 1, 1920, he was commissioned a second lieutenant, Air Service, in the Regular Army and was promoted to first lieutenant on the same date. On September 4-5, 1922, he made the first of the cross-country flights which brought him international fame. He flew from Pablo Beach, Florida, to San Diego, California, with one stop and was awarded the Distinguished Flying Cross for the flight.

In August 1922 he was sent to McCook Field, Ohio, for experimental airplane work there. In 1922 the University of California awarded him his Bachelor of Arts degree. In July 1923 he entered the Massachusetts Institute of Technology for special engineering courses and was graduated in 1924, with the degree of Master of Science and in 1925 with the degree of Doctor of Science. During his assignment there he also served on temporary duty at McCook Field, in March 1924, conducting aircraft acceleration tests which brought him an Oak-Leaf Cluster for his Distinguished Flying Cross.

He was assigned to McCook Field in June 1925 and was sent to the Naval Air Station, District of Columbia, in August 1925 for special training in flying high-speed seaplanes. He served for a short period at Mitchel Field, New York, with the Naval Test Board during his assignment at the Naval Air Station. In 1925 he won the Schneider Trophy Race, and in 1925 was awarded the Mackay Trophy.

In April 1926 he was granted a leave of absence to go to South America on airplane demonstration flights. In Chile he broke both ankles, but he put his plane through the demonstration with his ankles in casts. He returned to the United States and was in Walter Reed General Hospital for those injuries until April 1927, when he was assigned to McCook Field for experimental work and additional duty as instructor with the Organized Reserves of the Fifth Corps Area, 385th Bombardment Squadron.

In January 1928 he made an experimental flight to South America, arranged by the Navy, State and Commerce Departments. He was sent to Mitchel Field, New York, in September 1928, at the request of the Guggenheim Fund for Promotion of Aeronautics to assist in the development of fog flying equipment. During this assignment the now almost universally used artificial horizontal and directional gyroscope were developed and the first flight, made completely by instruments, was accomplished. During this flight, a take-off, fifteen minute flight and landing were accomplished under the hood entirely "blind." He also made a flight from New York to Buenos Aires in 1928. On January 20, 1930, he was named adviser for the Army on the building of the Floyd Bennett Airport in New York City.

On February 15, 1930, he resigned his Regular Army commission and on March 5, 1930, was commissioned a major, Specialist, in the Officers Reserve Corps. During 1930 he made several experimental flights and was awarded the Harmon Trophy for the conducting of the instrument flying experiments. He became manager of the Aviation Department of the Shell Oil Company and conducted

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numerous aviation tests in that capacity, going on active duty with the Army on various times to conduct tests for the Army Air Corps. In April 1934 he was named a member of the Army Board to study the Air Corps Organization and in April 1935 was transferred to the Air Corps Reserve from Specialist Reserve.

While a civilian, he won the Bendix Trophy Race from Burbank, California, to Cleveland, Ohio, in 1931. He was the winner of the Thompson Trophy Race in 1932 with a speed averaging 252.68 miles per hour. He also set the world's high-speed record for landplanes in 1932. In 1940 he became President of the Institute of Aeronautical Science.

On July 1, 1940, he was ordered to active duty as a major and was assigned to Indianapolis, Indiana, as Assistant District Supervisor of the Central Air Corps Procurement District.

He was transferred to Detroit, Michigan, on November 16, 1940, as Assistant District Supervisor of the Central Air Corps Procurement District there. In that capacity he worked with the large automobile manufacturing concerns on the conversion of automobile plants to airplane parts manufacturing plants. For a short time during this assignment (in August 1941) he went to England as a member of a special mission headed by General George H. Brett.

He was promoted to the rank of lieutenant colonel (temporary) on January 2, 1942. On January 9, 1942, he was assigned to Headquarters, Army Air Forces, in Washington. He led the first aerial raid on the Japanese mainland when he commanded a squadron of Army bombers which bombed that island on April 18, 1942. For his intrepidity on this occasion he was awarded the Congressional Medal of Honor. On April 19, 1942, he was promoted to brigadier general (temporary).

He was assigned to duty with the Eighth Air Force in July 1942, and the following September was named to command the 12th Air Force in North Africa. He was promoted to major general (temporary) on November 20, 1942, and was named Commanding General, North African Strategic Air Forces in March 1943. He became Commanding General of the Fifteenth Air Force on November 1, 1943, and on January 1, 1944, was named to command the Eighth Air Force in the European Theater of Operations.

On March 13, 1944, he was promoted to lieutenant general (temporary).

He is rated an Airplane Pilot.

DECORATIONS

He was awarded the Congressional Medal of Honor in 1942 with the following citation:

"For conspicuous leadership above and beyond the call of duty, involving personal valor and intrepidity at an extreme hazard to life. With the apparent certainty of being forced to land in enemy territory or to perish at sea, Colonel Doolittle personally led a squadron of Army bombers, manned by volunteer crews, in a highly destructive raid on the Japanese mainland."

He was awarded the Distinguished Flying Cross with the following citation:

"For extraordinary achievement while participating in an aerial flight. On September 4-5, 1922, Lieutenant Doolittle, accomplished a one-stop flight from
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Pablo Beach, Florida, to San Diego, California, in 22 hours and 30 minutes elapsed time, an extraordinary achievement with the equipment available at that time. By his skill, endurance and resourcefulness he demonstrated the possibility of moving Air Corps units to any portion of the United States in less than 24 hours, thus reflecting great credit on himself and the Army of the United States."

He was awarded an Oak-Leaf Cluster for the Distinguished Flying Cross with the following citation:

"During March, 1924, at McCook Field, Dayton, Ohio, Lieutenant Doolittle, piloting a Fokker PW-7 pursuit airplane, performed a series of acceleration tests requiring skill, initiative, endurance, and courage of the highest type. In these tests a recording accelerometer was mounted in the airplane and the accelerations taken for the following maneuvers; loops at various air speeds; single and multiple barrel rolls; power spirals; tail spins, power on and power off; half loop, half roll, and Immelman turn; inverted flight; pulling out of dive at various air speed; flying the airplane on a level course with considerable angle of bank; and flying in bumpy air. In these tests the airplane was put through the most extreme maneuvers possible in order that the flight loads imposed upon the wings of the airplane under extreme conditions of air combat might be ascertained. These tests were put through with that fine combination of fearlessness and skill which constitutes the essence of distinguished flying. Through them, scientific data of great and permanent importance to the Air Corps was obtained."

In 1943 he was awarded the Distinguished Service Medal, with the following citation:

"For especially meritorious and distinguished service in a position of great responsibility as Commander of the Northwest African Strategic Air Force since its organization. Under his guidance and direction, this Force has developed a high degree of efficiency and accuracy and brought about, in great measure, a critical reduction in the supplies and reinforcements needed by the enemy. General Doolittle's energy, good judgment, exceptional qualities of leadership and wholehearted cooperation were primary factors in the ultimate success of air operations during the Tunisian campaign."

He received the award of the Silver Star with the following citation in May 1943.

"For gallantry in action. From February 18, 1943, when he assumed command of the Strategic Air Force of the Northwest African Air Forces, this officer, by his untiring energy, initiative and personal example, inspired the units under him to renewed successful efforts against the enemy. On April 5, 1943, the Strategic Air Force was responsible for the destruction of 48 enemy planes in the air and approximately 100 on the ground. This extraordinary achievement under the leadership of General Doolittle reflects great credit upon himself and the armed forces of the United States."

He received the Air Medal with three Oak Leaf Clusters for participation in over twenty bomber combat sorties.

He was also awarded the Medal of the National Order of Condor of the Andes (Officer) by the Bolivian Government for his South American flights. In 1942 he received a Chinese Certificate "for meritorious and distinguished service" by the Chinese Government, and also was decorated with the French Legion d'Honneur (Officer).

In November 1944 General Doolittle was awarded an Oak Leaf Cluster to the Distinguished Service Medal with the following citation:

"For exceptionally meritorious service to the Government in a duty of great responsibility while serving as Commanding General, Eighth Air Force, during the period of January 6, 1944, to October 15, 1944. Displaying inspir-

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ing leadership and professional skill, General Doolittle so directed his forces that the German Air Force was dealt a paralyzing blow prior to the successful invasion of the Continent. The sound tactics employed by heavy bombardment aircraft and fighters of his Command subsequent to the successful landings in Normandy, contributed materially to the ground attacks against Germany proper."

WAR DEPARTMENT - Up to date as of 9 October 1945.